danser, and that the vessel could keep affoat under any circumstances.

"So there we lay without a movement of the engines for sixteen hours while the engines for sixteen hours while the engines for sixteen hours while the engines and this assistants were at the engines and the last sixteen hours while the engines and when the machinery did finally start the ship proceeded very little alarm fell by those on board. When the machinery did finally start the ship proceeded very little alarm fell by those on board. When the machinery did finally start the ship proceeded very little alarm fell by those on board. When the machinery did finally start the ship proceeded very little alarm fell by those on board. When the machinery did finally start the ship proceeded very little alarm fell by those on board. When the machinery did finally start the ship proceeded very little alarm fell by those on board. When the machinery did finally start the ship proceeded very little alarm fell by those on board. When the machinery did finally start the ship proceeded very little alarm fell by those on board. When the machinery did finally start the ship proceeded very little alarm fell by those on board. When the machinery did finally start the ship proceeded very little alarm fell by those on board. When the machinery did finally start the ship proceeded very little alarm fell by those on board. When the machinery did finally start the ship proceeded very little alarm fell by those on board. When the machinery did finally start the ship proceeded very little alarm fell by those on board. When the machinery did finally start the ship proceeded very little alarm fell by those the first passenger off was a native fell start to first passenger off was a native fell start to first passenger off was a native fell start to force a passenger than down in big start to first passenger off was a native fell start to force a passenger off was a native fell start to ferre a steel lown in big stored that the unit of the desired location.

**Ceve of Sable Island.

Off Sable Island.

"The brought is to a point off Sable Island, about 100 miles from the coast of Newfoundiand. Everybody on board knew just where the ship was, for we all had charts and spent much time studying out our position. We were getting along easily but slowly, when we felt another shock, somewhat like the first. "The vessel came to a dead stop, and an officer told us the piston - rod had broken again, and in such a manner that it could not be repaired.

Then when we were still lying under no headway we were struck by this terrific storm, which was more of a cyclone than anything else. Snow and hall accompanied the storm, and all the passengers were ordered below by the captain. The hatches were battened down and everything was made as tight as possible. We in the saleens experienced no discomfort except that caused by the extreme pitching and tossing of the vessel. But it was awfully ionesome."

"During the storm, which lasted twenty-four hours, a life-boat was broken to aplinters and all of the railing around the smoking-room was torn from its stanchions. We did not know this until afterwards. There was absolutely no panic, but the women were very nervous, as was very natural under the circumstances. We all had the greatest confidence in Capt. Baudelon and his officers, and we felt that we were in the hands of good sallors.

"One incident which tended more than anything else to allay the fears of some of those on board, is worth mentioning. Half a dozen of the men passengers gathered in the smoking-room every night and made up a poker party. They played cards in the most unconcerned inner. I think it was the sight of those men, calmly playing cards, that had a more reassuring effect than anything else.

Didn't Know Where They Were.

"From that time on we proceeded under easy headway, although the weather was war still very stormy.

"On Friday we made 169 miles, on Saturday we put 131 miles behind us Sunday we covered only 79 miles, and yesterday, the last day of our long voyage, we made 150 miles.

"All this time we had seen no other vessel until Sunday, about 19 o'clock, we passed an Inman line steamship bound for Philsdelphia, and it was announced that we would try and signal her. We all gathered on deck and watched the proceedings. At first it looked as though she would pass us without seeing our signals, but finally we saw her answer back. The eaptain signalled with flags that his machinery was damaged enershed by the first one. "The sight of that ship, the first one." "The sight of that ship, the first one." "Where's the French flags in the first one shricked out.

"Where's the French flags in the first one." "Where's the French flags in the flags in the first one." "Where's the French flags in the first one." "Where's the French flags in the first one." "Where's the French flags in the first one." "Where's the first one in the first one." "In the firs

vessel to come alongside he big French e liner as she was slowly creeping along

the more fortunate ones within. They grasped the hands of the first passenger.

"Take a carriage," called out a cabby.
"It costs you nothing."

The cheering continued as long as

at the Foot of the Gangplank. The Popping of Champagne Corks.

The pier of the French line was full of boxes when the Gascogne arrived, and the women who were there to meet relatives and friends climbed twenty feet up on the boxes in order to get a good view of the landing.

"Look out," said one woman to another as they struggled to reach a higher rather the see Henry," and she kept on climbing. He fore the ship made fast, and when the according to the landing above the look out, you'll show your ansk kles."

If don't care, I want to be the first to see Henry," and she kept on climbing. He fore the ship made fast, and when the according to the landing are reported by the landing are reported. There he is! There Francois! See him, with his little build head?"

The round, red, smiling, long face of the ship after Capt. Baudiets. When the gangplank had been made fast Francois made an effort to land.

"I'd was not a comfortable place at that bety, and the girls responded with like salutes. When the gangplank had been made fast Francois made an effort to land.

"I'wan to get my baggage first." he responded.

"There on, Francois," shouted the tallest girl.

"I'want to get my baggage first." he responded.

"The round red the foot of the gardy and the kissed his hands at the bevy, and the girls responded with like salutes. When the gangplank had been made fast Francois made an effort to land.

"I'want to get my baggage first." he responded.

"The round red the foot of the gardy and the kissed him two or three times. Then another took him by the ears with a good firm grip and the kissing was repeated. The crowd caught on quickly and roared its appreciation, while Francois, with a garfet face, went back to the ship to get his baggage.

When the Gascogne poked her nose into her dock a red-headed man with an out until \$0 o'clock that prepara
It was not a the Popping of Champagne corks was a gathering in the main saloon of La Gascogne, and the popping of the main saloon of La Gascogne, and the popping of the another of good the passengers and the officers of the saloon for the passen

It was not until 8 o'clock that preparations were made to get the vessel headed
about, and the start for Quarantine was
made. "The World's" tug Luckenbach
and the Lewis Pulver assisted in this
operation, for the machinery of La Gascome was damaged in such a way by
the breaking of the piston that her engines
cannot be used for reversing the screw.
The gong was sounded and the order
given to go abead slowly, the big screw
began to revolve, while the tugs were
straining at the hawsers in the opposite
direction.
Gradually La Gascone's

Capt. Baudeion Thanks (he Passes)

sees for Their Confidence.

It is the custom on board the French
the first-cabin pissengers at the last disner aboard before the completion of the
first-cabin pissengers at the last disner aboard before the completion of the
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A THE FRENCH LIGHT FOR A CONTRACT STATE OF THE AND A CONTRACT STATE OF THE ADDRESS OF THE ADDRES

Vosburg carre up with her within a stone's throw of Fire Island Lighthouse. For several days the Vosburg had patrolled the upper and lower bays in search of La Gascome It had braved the fields of ice which sometimes threatened her destruction, in order to render assistance to what it was thought would be a desabled ship, in the event that she was sighted at all.

The Vosburg was bent on the same errand of mercy when she started out has hight. Not a craft of any kind was about when the tug and the steamship came in sight of each other "irre red lights showed from the masthead of the overdue steamship. The portholes showed that the cabins were brilliantly illuminated. Not more than twenty per pie were on the decks when the vosburg steamed alonded the starbeard bow, but after the tug's whistle had tooted several times La Gascome assumed the appleadance of a bechive.

In Hailing Di tance of Home.

in Hailing Di tance of Home.

In Hailing Di innce of Home.

In Hailing Di innce of Home.

The great decks became crowded, and the companionways choked with people. Bestus the big French liner, the tug looked like a rowboat, but it was ing women many American cutzens, understand that they were in hailing distance of home, and that their longs tance of home, and that their longs. The World' flag floated from the flagstaff of the Vosburg, and when the jassengers realized the interest taken in their welfare, such a cheer went up as has seldom been heard on deep water. La Gascogne was travelling at the rate of ten miles an hour, and Capt. Cutler signalled his engineer to run only at the same rate of speed. The Vosburg at he same rate of speed. The Vosburg at he same rate of speed. The Vosburg at he same rate of speed. The Vosburg of many miles.

During the run two of "The Evening World" reporters perched themselves on the roof of the pilot-house of the tug. Notwithstanding the fact that the waves, and spray were drenching them, they held converse with the passengers and spray were drenching them, they held converse with the passengers and spray were drenching them, they held converse with the passengers and spray were drenching them, they held converse with the passengers and spray were drenching them, they held converse with the passengers and spray were drenching them, they held converse with the passengers and spray were drenching them, they held converse with the passengers and spray were drenching them, they held converse with the passengers and spray were drenching them, they held converse with the passengers and spray were drenching them, they had converse with the passengers and spray were drenching them, they had converse with the passengers and spray were drenching them.

Graphic Story of the Breakdown.

The story of her broken machinery was graphically told by many of the passengers, among whom was Mr. Edward Mix whose story was afterwards fully corroborated by Capt. Baudelon.

La Gascogne's machinery had broken down when only three days out from Havre, and for sixteen hours the steamship lay hove to, no attempt having been made to move her. When the machinery had been repaired, it was considered advisable to proceed at greatly reduced speed.

It looked like fair weather until Feb. 4, when a terrific hurricane struck the vessel. Then came a blizzard more intense in its severity than that experienced here about the same period.

The blizzard and hurricane asted two full days. During that time little headway was made. Instead La Gascogne drifted, however unconstitusty, to the southward. This may account in a measure for the failure of other steamships covering the same ocean path to report her.

It was hard weather from that time Graphic Story of the Breakdown.

report her.

It was hard weather from that time onward. Snow fell at irregular intervals, and at times the vessel was conted with ice. During the blizzard the ship's thermometers registered below zero.

Nothing of much importance happened until Sunday, when a couple of wrecks were sighted, but there was no evidence of 'ife about them. Then They Made Merry.

On the Homestretch.

Then They Made Merry.

When the passengers actually realized that they were in sight of home and friends, and when at 11.15 o'clock La Gascogne dropped her anchor just outside the bar, between the two lightships, a night of revery had begun.

Concerts were given in the saloon and groups danced all over the decks in the lovely moonlight. Even while this merriment was under way the tug Hustler, of the Chapman Wrecking Company, was busily engaged taking off the mail, of which there were several hundred bags. At that time nearly half a dozen tugs were in the vicinity.

Not only did "The World" have the tug Vosburg enisted in its service, but had also chartered the Luckenbach, a big ocean tug. This was the second tug to arrive at La Gascogne's side.

Instantly a number of reporters who had gathered all the details were transferred from the Vosburg to the Luckenbach, and the latter immediately put on a full head of steam and started for Quarantine, where the story was put on the wire.

The Vosburg remained behind to escort the French liner up to her dock.

Quite an amusing scene occurred shortly before the Luckenbach took her departure. Capit Culler, of the Vosburg, had been on constant duty with

shortly before the Luckenbach too departure Capt. Cutler, of the burg, hat been on constant duty "The Evening World" reporters for eral days searching for the a French liver.

He thought at first the Luckenbach

One of "The Evening World's" staff thoughtfully carried down a few copies on the Vosburg and threw them to the decks of the big vessel. Such a scramble as was made by several of the women passengers has seldom been witnessed. A young girl, thought to be one of the Misses Ruche, captured a "World" and disappeared with it in the cabin.

anxiously awaiting La Gascognie's arrival.

While waiting for the tide to make
it safe to proceed into the harbor, a
letter was thrown to the tug Luckenbach to be mailed for delivery to Mrs.
More Strohmer, Fortieth street, near
Eighth avenus, this city, on the back
of the envelope was written:
"Dear Sir. Pleane see that this letter
is forwarded to its address."
The nan who threw the letter to the
tug was assured that it would be mailed
and that while he is at Ellis Island, being a steerage passenger, the story of
La Gascogne's voyage would be conveyed in his own words to his friends.
The sun was then shining brightly,
the sea was as smooth as a millipond,
and at last nature seemed to be smiling
on the unfortunate liner.

Sailling Craft Gracefully Saiuted.

Sailing craft in the lower bay saiuted, the big steamship by dipping their colors as the proceeded triumphantly to port in defance of fate. Tugs whistled greatings and larger solding vessels joined in welcoming the Frenchman. At this time many of the passengers were on deck, notwithstanding the early hour, and they gased at the Highlam's as if terra firms was a curiosity.

Only once did a craft on the bay display no interest in the coming steamship, and that one—the schomer William II. Morrissey—was so indifferent that she took a tack directly in front of the Gascogne and in such a way that it was

she took a tack directly in front of the Gascogne and in such a way that it was a toss-up whether or not she would be run down.

The tugs having La Gascogne in tow stopped their engines and the schooner got out of the way just in time.

Passengers who crowded to the rail told an "Evening World" reporter while coming up the bay this morning that they entertained themselves while on the long voyage by playing cards, "jollying" each other and listening to musical selections by Mme. Sanmowska, a pianist of wide reputation in London and Paris, who is coming to New York to make her debut in this country.

There were not enough passengers on board to make a concert possible, but on account of there being few all had an opportunity of getting acquainted.

Only a Few Pools Were Made.

Only a Few Pools Were Made. There were a few pools made during the trip, but the voyage was so long that these were nearly forgotten.

Speaking of the storm, one of the passengers stated that a most remarkable, ph. nomenon, was several bright. passengers stated that a most remarka-ble ph.nomenon was several bright flashes of lightning zigzagging through the blinding snow, followed by furious peals of thunder.

Bome of those on board were terribly frightened by the loud crashes, and the passengers came nearer being panic-stricker then than at any other time. Capt. Baudelor, it was stated, fre-quently went among the passengers, re-assuring them and telling all hands that La Gascogne would ride through any gale.

La Gascogne would ride through any gale.
Only on one occasion during the first day of the storm was a vessel sighted, and that was so far away it could not be halled.
The officers explained the failure of the Umbria and Teutonic to see La Gascogne by saying that they had probably passed during the heavy snow-sterm, when objects c-uid not be seen a hundred yards away.

LA GASCOGNE'S LOG.

YOUNG GIRLS.

INTERESTING CONCLUSIONS.

lothers Agree on One Vital Subject.



are reticent

through modesty, and often withhold what ought to be told. Yet they are not to blame, for information on such subjects has been withheld from them, owing to the false interpretation of a mother's duty.

In such cases they should do as thou-sands of young ladies are doing every fay: write to Mrs. Finkham, at Lynn, Mass., giving as nearly as possible their symptoms, and receive her freely given sdvice and timely aid.

Lydia E. Pinkham's Vegetable Com-

pound is the young girl's most trusty friend. It can be obtained of any drug gist, and speedily relieves and cures irreg ularities, suspension, retention, and al brangements of the womb and ovaries. it banishes promptly all pains, head-

sleeplessness, melancholia, etc. Young girls must know that self-preservation is

formance at the Theatre Francais, and the news was instantly conveyed to him. A large crowd soon gathered at the offices of the Compagnie Generale Transatlantique and anxiously clamored for details of the eventful voyage and congratulated the officials.

At Havre, the home port of La Gascogne, the rejucing was even more heartfelt than in Paris. The wives and children of the officers and crew mostly reside there, ard their anxiety of the past few days, when daily informed at the Company's office that nothing had been heard of the steamer, was most marked, and excited the sympathy of all who witnessed it. When they learned that a despatch reporting the safety of the vessel had arrived they hurried to the office and the report of the Associated Press was read to them.

The glad tidings was too much for their pent-up feelings, and they all gave way to a tearful expression of joy. All shipping and business circles reloice over the safety of the steamer.

LONDON, Feb. 12.—When it was

Baudelon, Commander. Blanquie, Second Captain. Contier, First Officer. Landegren, Third Officer. Gouverne, Third Engineer, Hamau, Fourth Engineer. Japhet. Purser. Gervais, Doctor.

Gervais, Doctor.

La Gascogne is a two-masted, steel, screw stemmer, built in 1886 at La Seyne France, by Forges & Chanters. She registers 4.311 tons net and 7.29 tons gross. Her dimensions are: 489 feet length, 52.3 feet beam and 34.1 feet depth of hold. She was last surveyed in New York in February, 1894.

STEAMSHIP IN TOW.

8TH AVENUE'S GREATEST SALE.

Mª PARTLAND & O'FLAHERTY. BY AVE. Bet. 40 & 41 STS.

The B. Callan stock of Dry and Fancy Goods is now on sale at our establishment. This stock c nsists of first-class lines of Dry and Fancy Coods, Suits and Cloaks. We will dispose of every yard of goods and every article and garment that remains of this splendid stock at less than 50c. on the dollar.

WHAT YOU'LL GET.

CAMBRICS, all styles, a yard. . 023

Misses' GINGHAM APRONS. 100 doz., each.....

CLOAKS, CAPES & JACKETS.

Just read the price at which you can get one of the B. Callan garments. LADIES ALL-WOOL CLOTH JACKETS, sligle and double-breasted, some half lined, early Spring goods: Callan's price \$5.00 and \$6.90, our price.

LADIES' DIAGONAL JACKETS, all wool, half lined with sik, pearl button trimmings; Callan's price \$700, at LADIES' NEWMARKETS; Cal- 2.98

BOYS' PANTS.

500 BOYS' KNEE PANTS, 4 to 14

BOYS' OVERCOATS. A GREAT CLEARING OUT ON WEDNESDAY: No stylish and well-made CLOTH OVERCOATS, good cloth, with and without capes.

Worth \$4.00 to \$7.00.

10,000 GOOD UNLAUNDERED SHIRTS, LINEN BOSOMS, all sizes; not more than 2 to a customer; for Wednesday, 6c. each. 1.29 and 1.98 LARS for GENTLEMEN; all sizes.

SO Pieces Stylish India Dress Silk. 20-in. wide, very latest de-signs and colors, a yard......

cases Fruit of the Loom Muslin, the genuine article, full yard wide.

KID GLOVES.

Ve wij. place on sale all broken lots of Kid Gloves, in 4-buttin 5 and 7-hook, also s-button lengths, in regular Kid and Suede Gloves, worth from \$1.50 to \$2.00 a pair, your choice,

READ THIS COLUMN

CHILDREN'S CAPS, all Callan's stock, the., 98c., \$1.29 and \$1.98, your choice at.......

LADIES' CARDIGAN JACK-ETS, Callan's price 98c., \$1.49 and \$1.89, at. RIBBONS, balance of Callan's stock, at a yard....

Stock, at a yard.

ZEPHYR WORSTEDS, balance of Callan's stock, a lap.......

KNITTING YARN, 14 pound....

TORCHON LACES, fine pattern, 5 in, wide, a yard. ORIENTAL LACES, commenc-ing at.....

UNLAUNDERED SHIRTS & COLLARS.

17c. each.

200 dos. GENTLEMEN'S 4-ply LINEN CUFFS at, a pair.... Ask for our NIGHTSHIRTS, full length, trimmed front, at... full length, trimmed front, at...

full length, trimmed front, at...

full length, trimmed front, at...

full length, trimmed front, at...

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full length, trimmed front, at...

MCPARTLAND & O'FLAHERTY, 8th Ave. bot. 40th & 41st Sts.

awhile, the Westernland proceeded on her voyage.

No Sign of the Wrecked Schooner. LIVERPOOL. N. S., Feb. 12.-Nothing remains to-night of the wreck of the Gloucester, Mass., schooner Clara F. Friend, which was driven ashore on Eastern Head last week. The seven bodies which have been washed ashore from the vessel will be buried by the county of Brooklyn, N. S., to-morrow.

Const of Cape Breton.

NORTH SYDNEY, C. B., Feb. 12.

the Hawaiian Government states that the court martial has sentenced R. W. Fred Yuengling in a Police Court.

Wilcox, Samuel Nowlein, H. F. Bente- Preferick B, Yuengling, the son of the wealthy man, C. T. Gulick, W. H. Rickard and brewer, was arraigned before Justice Deuel, in W. T. Seward to death for complicity the Yorkville Court, this afternoon, charged with in the recent revolt. Decisions had been assaulting Broker Thomas F. Holmes, of \$1

Gascogne ws received here shortly after 19 o'clock last night. Relief at the intelligence ws universal and the news spread with amazing rapidity to the cafes and theaters and other places of public resort, warm cheers greeting its announcement. The news of the steamed close to be resort, warm cheers greeting its announcement. The news of the steamed close to be seen in the vicinity of the vessel. She appeared to be a large wooden ship. Her masts on the vicinity of the vessel, She appeared to be a large wooden ship. Her masts of the undertaking establishment of J. N. Daffy & C., 4M. East Teenty-slith street, took place this afternoon, There were only nine persons, sursaparilies, when is thus agreat preventive of the undertaking establishment of J. N. Daffy & C., 4M. East Teenty-slith street, took place this afternoon, There were only nine persons the undertaking establishment of J. N. Daffy & C., 4M. East Teenty-slith street, took place this afternoon, There were only nine persons the undertaking establishment of J. N. Daffy & C., 4M. East Teenty-slith street, took place this afternoon, There were only nine persons the undertaking establishment of J. N. Daffy & C., 4M. East Teenty-slith street, took place this afternoon, There were only nine persons the undertaking establishment of J. N. Daffy & C., 4M. East Teenty-slith street, took place this afternoon, There were only nine persons the undertaking establishment of J. N. Daffy & C., 4M. East Teenty-slith street, took place this afternoon, There were only nine persons the undertaking establishment of J. N. Daffy & C., 4M. East Teenty-slith street, took place this afternoon, There were only nine persons the undertaking establishment of J. N. Daffy & C., 4M. East Teenty-slith street, took place the voint work of the undertaking establishment of J. N. Daffy & C., 4M. East Teenty-slith street, took place the voint work of the undertaking establishment of J. N. Daffy & C., 4M. East Teenty-slith street, took place the voint work of the undertaking establishment of J.

MARKET FIRMER AT CLOSE.

Without Feature. were firmer in the late after noon trading, partly on account of the decline in sterling exchange. Operators are not disposed to branch out, how-ever, pending definite advices from Washington in regard to legislation on financial questions, and accordingly in-SWEPT BY TIDAL WAVES.

tense dulness prevailed.
The sales embraced 50.490 shares of railway stocks, 1,40 shares of mining stocks and \$13,000 railway bonds.

rendered in twenty-two cases.

Others were sentenced as follows: T.

B. Walker, life imprisonment; W. H.

Porty-fifth street. Yuenging was paroled in the custody of his lawyer, John Hunter, for examina-

> In Mid Winter The weather is often treacherous and sudden changes are always fraught with dangers. Diph-

ther a, pneumonia and typhold fever often follow lood's Sarsa-Toous parille